Warning: Refer to current foreign charts and flight information publications for information within foreign airspace

L-22 PANELS EFGHIJ 1"=10 NM

L-21

PANELS ABCD 1"=23 NM

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - U.S.

For use up to but not including 18,000' MSL

EFFECTIVE 0901Z 23 SEP 2010
TO 0901Z 18 NOV 2010

Consult NOTAMs for latest Information

Published by the
U.S. Department of Transportation
Federal Aviation Administration
AeroNav Services
http://AERONAV.FAA.GOV

CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

FOR RECOMMENDATIONS REGARDING FORMAT AND CONTENT CONTACT:
FAA, Aeronautical Information Services, AJR-321
800 Independence Ave., S.W.,
Washington, D.C. 20591
Online at http://nfdc.faa.gov
Email 9-AWA-ATOR-AIS-feedback@faa.gov
Telephone 1-866-295-8236

FOR CHARTING ERRORS CONTACT:
FAA, National Aeronautical Navigation Services, ATO-W
SSMC-4, Sta. # 4259
1305 East-West Highway
Silver Spring, MD 20910-3281
Telephone 1-800-626-3677
Email 9-AMC-Aerochart@faa.gov

FOR PROCUREMENT CONTACT:
FAA, National Aeronautical Navigation Services
Distribution Team, ATO-W
10201 Good Luck Road
Glenn Dale, MD 20769-9700
Online at http://AERONAV.FAA.GOV
Email 9-AMC-Chartsales@faa.gov
Tel. 1-800-638-8972 Fax 301-436-6829
or any authorized chart agent

MILITARY
For Corrections Information, See Chapter 11 of General Planning (GP). For Procurement refer to DOD Catalog of Aeronautical Charts and Flight Information Publications.

Frequently asked questions (FAQ) are answered on our web site at http://AERONAV.FAA.GOV.
See the FAQs prior to contact via toll free number or email.

L-21 is intended for offshore navigation only.
Detailed onshore information has been intentionally omitted.
Refer to charts L-19/20, L-22, L-23/24 for detailed onshore information.

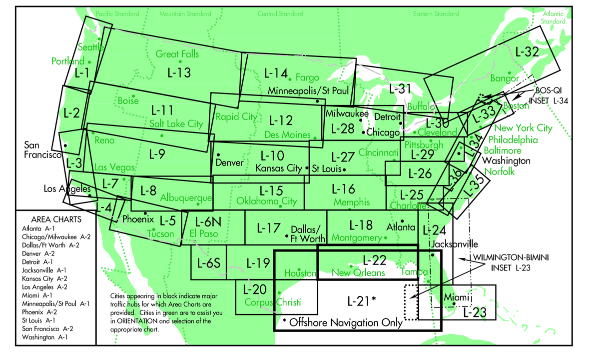
ATTENTION

THIS CHART CONTAINS OFF ROUTE OBSTRUCTION CLEARANCE ALTITUDES (OROCA).
The off route obstruction clearance altitudes shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The OROCA is based on information available concerning the highest known features in each quadrangle, including terrain and obstructions. OROCA provides obstruction clearance with a 1000 foot buffer in designated non-mountainous areas and a 2000 foot buffer in designated mountainous areas within the United States. For areas in Mexico and the Caribbean which are located outside of the U.S. ADIZ, OROCA provides obstruction clearance with a 3000 foot buffer. This altitude is provided for obstruction clearance only. It does not provide for NAVAID signal coverage or communication coverage, and would not be consistent with altitudes assigned by Air Traffic Control.

Example: 12,500 feet 12⁵

23 SEP 2010
UNITED STATES
L 21

Federal Aviation Administration



PUBLISHED IN ACCORDANCE WITH INTERAGENCY AIR CARTOGRAPHIC COMMITTEE SPECIFICATIONS AND AGREEMENTS, APPROVED BY: DEPARTMENT OF DEFENSE • FEDERAL AVIATION ADMINISTRATION

FAA Product ID: ELUS21
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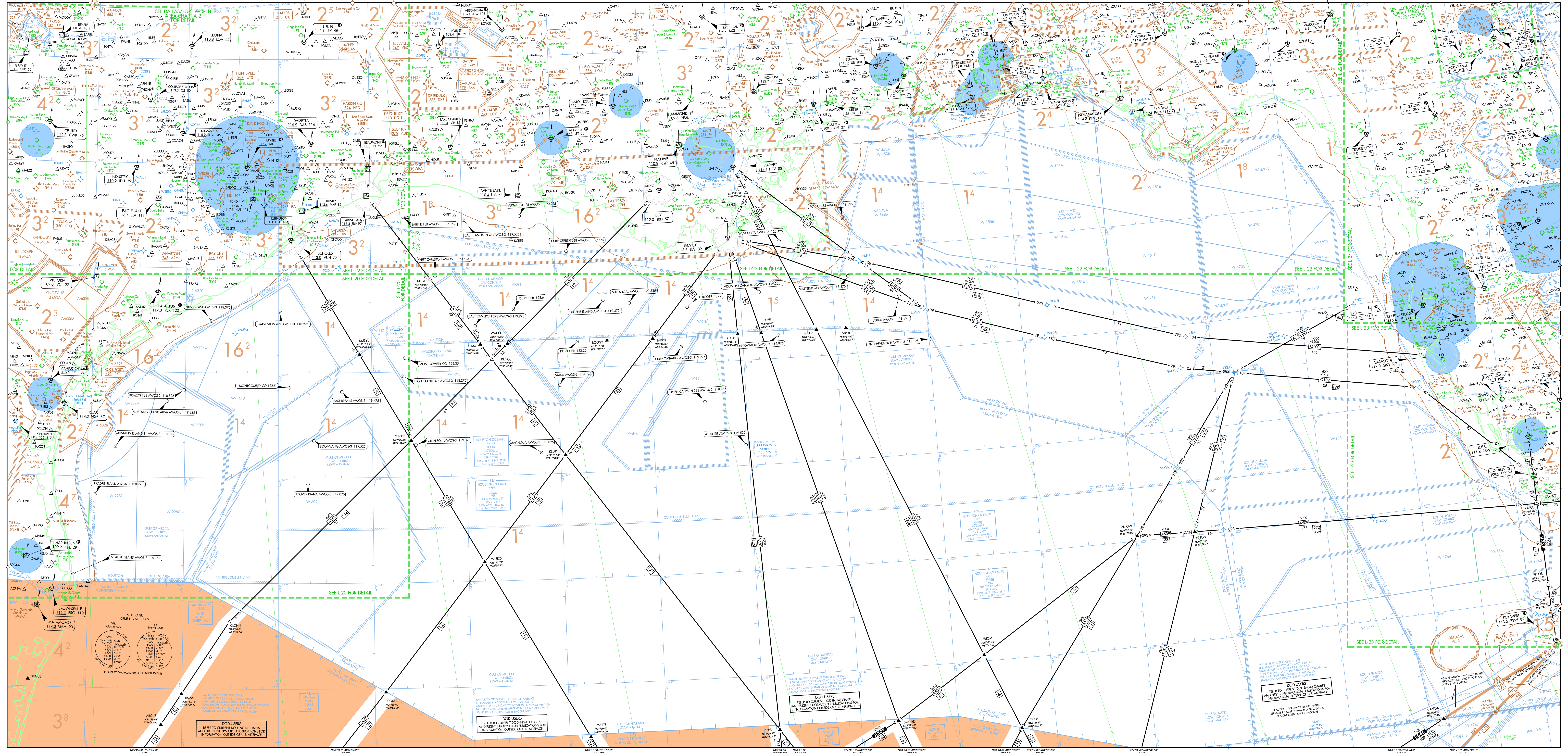


MILITARY TRAINING ROUTES

NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE	NUMBER	ALTITUDE RANGE
IR-15	500 AGL TO 7000	IR-31	500 AGL TO 6000	IR-57	200 AGL TO 3000
IR-16	300 AGL TO 6000	IR-32	500 AGL TO 6000	IR-59	200 AGL TO 3000
IR-17	500 AGL TO 3000	IR-33	500 AGL TO 6000	VR-60	100 AGL TO 10000
IR-19	4000 TO 7000	IR-37	6000	VR-179	100 AGL TO 10000 AGL
IR-21	5000 TO 11000	IR-38	8000 TO 10000		
IR-30	500 AGL TO 6000	IR-40	5000		

ARTCC three letter idents: Albuquerque ZAB, Atlanta ZTL, Boston ZBW, Chicago ZAU, Cleveland ZOB, Denver ZDV Fort Worth ZFW, Houston ZHU, Indianapolis ZID, Jacksonville ZJX, Kansas City ZKC, Los Angeles ZLA, Memphis ZME Miami ZMA, Minneapolis ZMP, New York ZNY, Oakland ZOA, Salt Lake City ZLC, Seattle ZSE, Washington ZDC

P - PROHIBITED, R - RESTRICTED, A - ALERT, W - WARNING AREAS
CANADA: CYA - ADVISORY, CYD - DANGER, CYR - RESTRICTED AREAS

All altitudes are MSL unless otherwise indicated
FL - Flight Level
Time - Hours shown are UTC unless otherwise indicated
Days - Sunrise to Sunset except Canada where it means 1/2 hr before sunrise to 1/2 hr after sunset
Nights - Sunset to Sunrise except Canada where it means 1/2 hr after sunset to 1/2 hr before sunrise
Cont - Continuous: 24 hrs a day, 7 days a week
‡ - During periods of Daylight Saving Time (DT) effective hours will be one hour earlier than shown.
NOTAM - Use of this term in Restricted Areas indicates FAA And DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

SPECIAL USE AIRSPACE

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC: DAYS	HOURS	WEATHER	CONTROLLING AGENCY A/G CALL	PANEL
R-2103A	To But Not Including 10000	Cont	Cont	VFR-IFR	US ARMY CAIRNS APP CON	H,I
R-2103B	10000 To 15000	By NOTAM	By NOTAM	VFR-IFR	US ARMY CAIRNS APP CON	H,I
R-2901A,C	To But Not Including 14000	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2901B	14000 *2	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2901D	500 To But Not Including 4000 East of W81°21.00' 1000 AGL To But Not Including 4000 West of W81°21.00'	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2901E	1000 To But Not Including 4000	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2901F	4000 To But Not Including 5000	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2901M	4000 To But Not Including 14000	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2901N	5000 To But Not Including 14000	Intermittent Mon-Fri *1 Sat-Sun *1	1100-0500Z‡ 1300-2300Z‡	VFR-IFR	ZMA CNTR/FSS	D
R-2903A	To But Not Including 23000	Intermittent Tue-Sun *1	1200-2400Z‡	VFR-IFR	ZJX CNTR/FSS	D
R-2903C	To 7000	Intermittent Tue-Sun *1	1200-2400Z‡	VFR-IFR	JACKSONVILLE TRACON	D
R-2903D	To 5000	Intermittent Tue-Sun *1	1200-2400Z‡	VFR-IFR	JACKSONVILLE TRACON	D
R-2904A	To But Not Including 1800	Apr-Aug Cont *1 Sep-Mar Sat-Sun *1	1300-2200Z‡ 1300-2200Z‡	VFR-IFR	JACKSONVILLE TRACON	D
R-2905A,B	To 10000	Intermittent	Intermittent	VFR-IFR	TYNDALL RADAR APP CON	C,I
R-2906	To 14000	Intermittent *1	1000-0600Z‡	VFR-IFR	JACKSONVILLE TRACON	D
R-2907A	To FL 230	Intermittent *1	1000-0600Z‡	VFR-IFR	ZJX CNTR/FSS	D
R-2907B	To 9000	Intermittent *1	1000-0600Z‡	VFR-IFR	ZJX CNTR/FSS	D
R-2908	To 12000	Nov-Dec Mon-Fri *1	1400-2200Z‡	VFR-IFR	PENSACOLA TRACON	C,G,H
R-2910	FL 230 To 6000 To 9000	Intermittent *1	1000-0600Z‡	VFR-IFR	ZJX CNTR/FSS	D
R-2914A	UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H,I
R-2914B	8500 To UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H,I
R-2915A,B	UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H
R-2915C	8500 To UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H
R-2917	To But Not Including FL 230	Cont	Cont	VFR-IFR	USAF EGLIN APP CON	C,H
R-2918	UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H
R-2919A	UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H
R-2919B	8500 To UNLTD	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	C,H
R-3008A	To 10000	Mon-Fri *1	1200-0300Z‡	VFR-IFR	USAF VALDOSTA APP CON	J
R-3008B	100 AGL To 10000	Mon-Fri *1	1200-0300Z‡	VFR-IFR	USAF VALDOSTA APP CON	J
R-3008C	500 AGL To 10000	Mon-Fri *1	1200-0300Z‡	VFR-IFR	USAF VALDOSTA APP CON	D,J
R-3008D	10000 To But Not Including FL 230	Mon-Fri *1	1200-0300Z‡	VFR-IFR	USAF VALDOSTA APP CON	D,J
R-3801A	To But Not Including 10000	Mon-Fri *1	1400-0400Z‡	VFR-IFR	US ARMY FORT POLK APP CON	B,E
R-3801B	10000 *2	Mon-Fri *1	1400-0400Z‡	VFR-IFR	US ARMY FORT POLK APP CON	B,E
R-3803A	To FL 180	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	B,E
R-3804A	To FL 180	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	B,E
R-3804B	To 3000	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	B,E
R-3807	To 15000	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	B,F
R-4401A	To 4000	By NOTAM	By NOTAM	VFR-IFR	ZHU CNTR/FSS	C,G
R-4401B	4000 To 18000	By NOTAM	By NOTAM	VFR-IFR	ZHU CNTR/FSS	C,G
R-4403	To 5000	Intermittent *1	1200-0500Z‡	VFR-IFR	ZHU CNTR/FSS	B,G
R-6302A	To 30000	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	A
R-6302B	To 11000	Mon-Sat *1	2400-1200Z‡	VFR-IFR	ZHU CNTR/FSS	A
R-6302C,D	To 30000	Mon-Fri *1	Intermittent	VFR-IFR	ZHU CNTR/FSS	A
R-6320	To 15000	Intermittent	By NOTAM	VFR-IFR	ZHU CNTR/FSS	A
A-211	To 5000	Mon-Fri	1200-0400Z‡	VFR	No A/G	C,D,H,I
A-292	To 3000 Within Federal Airway Otherwise To 17500	Mon-Fri Sat	Sunrise To 0700Z‡ Days	VFR	No A/G	C,G,H
A-381	To 2000	Cont	Days	VFR	No A/G	A,B,C, E,F,G
A-632A	6000 and Above	Mon-Fri Sat Sun	Sunrise-0500Z‡ Days 1800Z‡-Sunset	VFR	No A/G	A
A-632B	*2	Cont	1300-0600Z‡	VFR	No A/G	A
A-632C	*2	Mon-Fri	Sunrise-0600Z‡	VFR	No A/G	A
A-632D	6000 To But Not Including 11000	Mon-Fri Sun *1	Sunrise-0600Z‡ 2000-0600Z‡	VFR	No A/G	A
A-632E	6000 To But Not Including 9000	Mon-Fri Sun *1	Sunrise-0600Z‡ 2000-0600Z‡	VFR	No A/G	A
A-632F	3000 AGL *2	Mon-Sat	1300-0600Z‡	VFR	No A/G	A
A-638	To 3000	Mon-Fri	Days	VFR	No A/G	A
W-54A	To FL 400	Cont *1	1300-0600Z‡	VFR-IFR	ZHU CNTR/FSS	B
W-54B	To But Not Including FL 240	Cont *1	1300-0600Z‡	VFR-IFR	ZHU CNTR/FSS	B
W-59A	5000 To FL 500	Cont *1	1500-0300Z‡	VFR	ZHU CNTR/FSS	B,F
W-59B	5000 To But Not Including FL 280	Cont *1	1500-0300Z‡	VFR	ZHU CNTR/FSS	B,E,F
W-92	To FL 400	Cont	1300-0600Z‡	VFR-IFR	ZHU CNTR/FSS	B
W-147A	5000 To But Not Including FL 230	Cont	1400-0400Z‡	VFR	ZHU CNTR/FSS	A,B
W-147C,D	To FL 500	Cont	1400-0400Z‡	VFR	ZHU CNTR/FSS	A
W-148A	To But Not Including 6000	Intermittent *1	Days	VFR-IFR	ZHU CNTR/FSS	C,G
W-148B	6000 To FL 600	Intermittent *1	Days	VFR-IFR	ZHU CNTR/FSS	C,G
W-151A-D	UNLTD	Cont *1	1200-0730Z‡	VFR-IFR	ZJX CNTR/FSS	C,D,H,I
W-151E,F	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZJX CNTR/FSS	C,D,H
W-155A-C	To FL 600	Mon-Fri *1	1300-0500Z‡	VFR-IFR	ZJX CNTR/FSS	C,G,H
W-157A	To FL 430	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	D
W-158A	To FL 430	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	D
W-158E	To 1200	Intermittent	By NOTAM	VFR-IFR	JACKSONVILLE TRACON	D
W-158F	1200 To 1700	Intermittent	By NOTAM	VFR-IFR	JACKSONVILLE TRACON	D
W-159A	To FL 430	Cont	Cont	VFR-IFR	ZJX CNTR/FSS	D
W-168	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZMA CNTR/FSS	D
W-174A	To FL 700	Cont	Intmt 1300-0500Z‡	VFR-IFR	ZMA CNTR/FSS	D
W-174B,D	To FL 700	Cont *1	Intmt 1300-0500Z‡	VFR-IFR	ZMA CNTR/FSS	D
W-174C,G	To FL 700	Cont *1	Intmt 1200-0400Z‡	VFR-IFR	ZMA CNTR/FSS	D
W-174E	To 10000	Cont *1	Intmt 1200-0400Z‡	VFR-IFR	ZMA CNTR/FSS	D
W-174F	To FL 700	Cont	Intmt 1200-0400Z‡	VFR-IFR	ZMA CNTR/FSS	D
W-228A-D	To FL 450	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	A
W-453A	To But Not Including 6000	Intermittent *1	Days	VFR-IFR	ZHU CNTR/FSS	C,G
W-453B	6000 To FL 600	Intermittent *1	Days	VFR-IFR	ZHU CNTR/FSS	C,G
W-470A-C	UNLTD	Intermittent	Intermittent	VFR-IFR	ZJX CNTR/FSS	D,I,J
W-470D	UNLTD	Cont *1	Intmt 1200-0630Z‡	VFR-IFR	ZJX CNTR/FSS	D,J
W-470E	UNLTD	Cont *1	Intmt 1200-0630Z‡	VFR-IFR	ZMA CNTR/FSS	D,J
W-470F	UNLTD	Intermittent	By NOTAM	VFR-IFR	ZJX CNTR/FSS	D
W-602	To FL 250	Cont	Cont	VFR-IFR	ZHU CNTR/FSS	A,B
(MM)P-301	To 1000	Cont	Cont	VFR	No A/G	A
(MU)D-8	To FL 55	By NOTAM	By NOTAM	VFR-IFR	No A/G	D
(MU)D-9	To FL 900	By NOTAM	By NOTAM	VFR-IFR	No A/G	D

MILITARY OPERATIONS AREAS

NUMBER	EFFECTIVE ALTITUDE	TIMES USED, UTC: DAYS	HOURS		CONTROLLING AGENCY A/G CALL	PANEL
CAMDEN RIDGE	500 AGL To But Not Including 10000	Normally Cont	1300-0500Z‡	VFR-IFR	ZTL CNTR/FSS	G,H
CLAIBORNE A	100 AGL To But Not Including 10000	Mon-Fri *1	1330-0400Z‡	VFR-IFR	US ARMY FORT POLK APP CON	B,E
CLAIBORNE B	10000 *2	Mon-Fri *1	1330-0400Z‡	VFR-IFR	US ARMY FORT POLK APP CON	B,E
DE SOTO 1	500 AGL TO 10000	Mon-Fri *1	1430-2330Z‡	VFR-IFR	ZHU CNTR/FSS	C,G
DE SOTO 2	100 AGL TO 5000	Mon-Fri *1	1430-2330Z‡	VFR-IFR	ZHU CNTR/FSS	C,G
EGLIN A EAST	1000 AGL *2 Occasionally To 200 AGL	Intermittent Mon-Fri *1	By NOTAM 1200-0300Z‡	VFR-IFR	ZJX CNTR/FSS	C,H
EGLIN A WEST	1000 AGL *2 Occasionally To 200 AGL	Intermittent Mon-Fri *1	By NOTAM 1200-0300Z‡	VFR-IFR	ZJX CNTR/FSS	C,H
EGLIN B, C	1000 AGL *2 Occasionally To 200 AGL	Intermittent Mon-Fri *1	By NOTAM 1200-0300Z‡	VFR-IFR	ZJX CNTR/FSS	C,H
EGLIN D	1000 AGL To 3000	Intermittent Mon-Fri *1	1200-0300Z‡	VFR-IFR	ZJX CNTR/FSS	C,H
EGLIN E, F	*2	Intermittent Mon-Fri *1	1200-0300Z‡	VFR-IFR	ZJX CNTR/FSS	C,H,I
GRAY	2000 To 10000	Mon-Fri *1	1300-0100Z‡	VFR	ZHU CNTR/FSS	A
HACKETT	7000 *2	Mon-Fri *1	1330-0400Z‡	VFR-IFR	ZFW CNTR/FSS	E
HOOD	2000 To 10000	Mon-Fri *1	1300-0100Z‡	VFR	ZHU CNTR/FSS	A
JENA 1	100 AGL To 5000	Mon-Fri *1	1400-0400Z‡	VFR-IFR	ZHU CNTR/FSS	E
KINGSVILLE 1	8000 *2	Mon-Fri Sat Sun *1	Sunrise-0600Z‡ Days 1600-0600Z‡	VFR-IFR	ZHU CNTR/FSS	A
KINGSVILLE 2	13000 *2	Mon-Fri Sat Sun *1	Sunrise-0600Z‡ Days 1600-0600Z‡	VFR-IFR	ZHU CNTR/FSS	A
KINGSVILLE 4, 5	9000 *2	Mon-Fri Sun *1	Sunrise-0600Z‡ 2000-0600Z‡	VFR-IFR	ZHU CNTR/FSS	A
LAKE PLACID EAST, WEST, NORTH	7000 *2	Intermittent Mon-Fri *1	Days *1	VFR-IFR	ZMA CNTR/FSS	D
LIVE OAK	8000 *2	Mon-Fri *1	1100-0700Z‡	VFR-IFR	ZJX CNTR/FSS	D,J
MAYPORT HIGH	3000 *2	Intermittent	2300-0300Z‡	VFR-IFR	ZJX CNTR/FSS	D
MAYPORT LOW	500 To But Not Including 3000	Intermittent	1300-0300Z‡	VFR-IFR	ZJX APP CON	D
MOODY 1	8000 *2	Mon-Fri *1	1100-0700Z‡	VFR-IFR	ZJX CNTR/FSS	D,I,J
MOODY 2 SOUTH	100 AGL To But Not Including 8000	Mon-Fri *1	1100-0700Z‡	VFR-IFR	ZJX CNTR/FSS	D
MOODY 3	8000 *2	Mon-Fri *1	1100-0700Z‡	VFR-IFR	ZJX CNTR/FSS	D,I
PALATKA 1	3000 AGL *2	Intermittent *1	1000-0600Z‡	VFR-IFR	ZJX CNTR/FSS	D
PALATKA 2	3000 AGL *2	Intermittent *1	1000-0600Z‡	VFR-IFR	ZJX CNTR/FSS	D
PENSACOLA NORTH	10000 *2	Nmlly Mon-Sat Occasionally	Days Nights To Midnight	VFR-IFR	ZJX CNTR/FSS	C,H
PENSACOLA SOUTH	10000 *2	Mon-Sat	Intermittent Sunrise-0600Z‡	VFR-IFR	PENSACOLA TRACON	C,G,H
PINE HILL EAST	10000 *2	Mon-Fri *1 Sat *1	1300-0500Z‡ 1400-2100Z‡	VFR-IFR	ZTL CNTR/FSS	G,H
PINE HILL WEST	10000 *2	Mon-Fri *1 Sat *1	1300-0500Z‡ 1400-2100Z‡	VFR-IFR	ZTL CNTR/FSS	G,H
RANDOLPH 1 A	8000 *2	Mon-Fri *1	Days	VFR-IFR	ZHU CNTR/FSS	A
RANDOLPH 1 B	7000 *2	Mon-Fri *1	Days	VFR-IFR	SAN ANTONIO TRACON	A
ROSE HILL	8000 *2	Mon-Fri *1	1200-0600Z‡	VFR-IFR	ZJX CNTR/FSS	C,H
SNAKE	6000 *2	Intermittent *1	Days	VFR-IFR	ZHU CNTR/FSS	C,G
SNAKE LOW	3000 To But Not Including 6000	Intermittent *1	Days	VFR-IFR	ZHU CNTR/FSS	C,G
TORTUGAS	5000 *2	Intermittent *1	1200-0400Z‡	VFR-IFR	ZMA CNTR/FSS	D
TYNDALL B	9000 *2	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	C,I
TYNDALL C	300 AGL To 6000	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	C,D,I
TYNDALL D	300 AGL To 6000	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	C,D,I
TYNDALL E	300 AGL *2	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	C,D,I
TYNDALL F	300 AGL *2	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	C,D,I
TYNDALL G	1000 AGL *2	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	D,I
TYNDALL H	9000 *2	Mon-Fri *1	Intermittent Days	VFR-IFR	TYNDALL RAPCON	C,D,I
WARRIOR 1 HIGH	10000 *2	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZHU CNTR/FSS	A,B,E
WARRIOR 1 LOW	100 AGL To But Not Including 10000	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZHU CNTR/FSS	A,B,E
WARRIOR 2 HIGH	10000 *2	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZHU CNTR/FSS	B,E
WARRIOR 2 LOW	100 AGL To But Not Including 10000	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZHU CNTR/FSS	B,E
WARRIOR 3 HIGH	10000 *2	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZHU CNTR/FSS	A,B,E
WARRIOR 3 LOW	100 AGL To But Not Including 10000	Mon-Fri *1	1300-0400Z‡	VFR-IFR	ZHU CNTR/FSS	A,B,E

*1 Other Times By NOTAM
*2 To But Not Including FL 180

L-21

PANELS ABCD 1"=23 NM

L-22 PANELS EFGHIJ 1"=10 NM

UNITED STATES GOVERNMENT
FLIGHT INFORMATION PUBLICATION

IFR ENROUTE LOW ALTITUDE - U.S.

For use up to but not including 18,000' MSL
HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983

LEGEND

AIRPORTS

Facilities in BLUE or GREEN have an approved Instrument Approach Procedure and/or RADAR MINIMA published in either the FAA Terminal Procedures Publications or the DoD FLIPs. Those in BLUE have an Instrument Approach Procedure and/or RADAR MINIMA published at least in the High Altitude DoD FLIPs. Facilities in BROWN do not have a published Instrument Approach Procedure or RADAR MINIMA.

LAND: Civil; Civil - Military; Military; Heliport
SEA: Civil

1. A solid line box enclosing the airport name indicates FAR 93 Special Requirements-see Directory/Supplement
2. "NO SVFR" above the airport name indicates FAR 91 fixed-wing special VFR flight is prohibited
3. [C] or [D] following the airport name indicates Class C or Class D Airspace
4. Pvt - Private use
5. Associated city names for public airports are shown above or preceding the airport name. If airport name and city name are the same, only the airport name is shown. City names for military and private airports are not shown. The airport identifier in parentheses follows the airport name.

Airport Ident; ICAO Location Indicator shown outside contiguous U.S.; Airport Elevation; Automatic Terminal Information Service; CITY Airport Name (APT) (ICAO) [D] ★ 280 ⓛ 43s (A) ★109.8; Part-time; Frequency
NOTAM. See Airport/Facility Directory for times of operation. In Alaska see Supplement Alaska
Longest runway length to nearest 100 feet with 70 feet as the dividing point (add 00) s indicates soft surface

Lighting Capability:
L Lighting available
Ⓛ Pilot Controlled Lighting
★ Part-time or on request
- No lighting available
At private facilities - indicates no lighting information is available.

NAVAIDS AND COMMUNICATION BOXES

NAVAIDS

VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN

COMPASS ROSES Oriented to Magnetic North of NAVAID which may not be adjusted to the charted isogonic values. Smaller sizes are used in congested areas.

VOR; VOR/DME; TACAN; VORTAC

LF/MF Non-directional Radiobeacon or Marine Radiobeacon with magnetic north indicator

UHF Non-directional Radiobeacon

LF/MF Non-directional Radiobeacon/DME

Compass Locator Beacon

Flight Service Station (FSS), Remote Communications Outlet (RCO) or Automated Weather Observing Station (ASOS/AWOS) not associated with a charted NAVAID or airport

ILS Localizer Course with additional navigation function

COMMUNICATION BOXES

NAME (T) 000.0 IDT 000(Y)
VOR with TACAN compatible DME
Underline indicates No Voice transmitted on this frequency. TACAN Channels are without voice but not underlined.
Crosshatch indicates Shutdown status
(T) Frequency protection usable range at 12,000' AGL - 25NM
(Y) TACAN must be placed in "Y" mode to receive distance information

NAME 000 IDT (000.0) N00°00.00' W000°00.00'
TACAN Channel paired with VHF Frequency in parenthesis.

Automated Weather Broadcast Systems: ASOS/AWOS, HIWAS, TWEB
Automated weather, when available, is broadcast on the associated NAVAID frequency.

NAME ASOS 000.0 — Stand Alone ASOS/AWOS

Part-Time or On-Request: NAME ★000 IDT 00(000.0)
LF/MF Non-directional Radiobeacon/DME VHF Freq paired with TACAN Channel

TACAN FIX DATA: Ident; Chan; Bearing from TACAN; Distance from TACAN

000.0 NAME 000.0 IDT 000 N00°00.00' W000°00.00' [NAME] ← FSS name
Freq(s) positioned above thin line NAVAID box is remoted to the NAVAID site. Other freq(s) at the named FSS radio are available, however, altitude and terrain may determine their reception.
Thin line NAVAID boxes without freq(s) and FSS radio name indicates no freq(s) available.

000.0 000.0 NAME 000.0 IDD 000 N00°00.00' W000°00.00'
Shadow NAVAID box indicates NAVAID and Flight Service Station (FSS) have same name

000.0 000.0 NAME IDT — FSS name and identifier not associated with NAVAID

NAME 000.0 — Remote Communications Outlet (RCO). FSS radio name and remoted freq(s) are shown.

SHADOW BOXES indicate Flight Service Stations (FSS). Frequencies 122.2, 255.4 and emergency 121.5 and 243.0 (Canada-121.5, 126.7 and 243.0) are available at many FSSs and are not shown. All other frequencies are shown. Certain FSSs provide Airport Advisory Service, see A/FD. Frequencies transmit and receive except those followed by R or T:
R - Receive only
T - Transmit only

AIR TRAFFIC SERVICES AND AIRSPACE INFORMATION

ROUTE DATA

VHF/UHF Data is depicted in BLACK
LF/MF Data is depicted in BROWN
RNAV Data is depicted in BLUE

V0 VOR Airway
A0 LF/MF Airway
A0 Uncontrolled LF/MF Airway
A0 A0 Oceanic Route
A0 A0 ATS Route
T000 Low Altitude RNAV Route GNSS required
Substitute Route: Via/bypassing temporarily shutdown NAVAIDS. See NOTAMs or appropriate publications for specific information.
Unusable Route Segment
V0 Preferred Single Direction Route
EVEN Direction of Flight Indicator (Canada only)
000.0 IDT 000 / 000 ID — Facility Locators used in formation of Reporting Points
000 Radial outbound from a VHF/UHF NAVAID
000 Bearing inbound to an LF/MF NAVAID
000 Magnetic Reference Bearing, outbound from a NAVAID or Fix
[000] [000] Total Mileage between Compulsory Fixes and/or NAVAIDS
00 00 00 Mileage between other Fixes, NAVAIDS and/or Mileage Breakdown

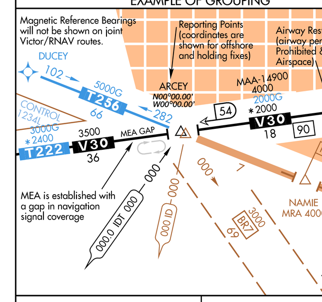
00 00 Changeover Point giving mileage to NAVAIDs (Not shown at midpoint locations)
*0000 *0000 *0000 Minimum Obstruction Clearance Altitude (MOCA)
0000 0000 Minimum Enroute Altitude (MEA) 0000G GNSS RNAV MEA
MAA-00000 Maximum Authorized Altitude (MAA)
MEA, MOCA and/or MAA Change at other than NAVAIDs
Minimum Reception Altitude (MRA)
Minimum Crossing Altitude (MCA)
Holding Pattern with max restricted airspeed 210K applies to altitudes above 6000' to and including 14000' 175K applies to all altitudes

FIXES/ATC REPORTING REQUIREMENTS
Fix Compulsory and Non-Compulsory Position Report
RNAV Waypoint Compulsory and Non-Compulsory Position Report
Denotes DME Fix (Distance same as route mileage)
Denotes DME Fix and Mileage
Offset arrows indicate facility forming a fix (away from VHF/UHF, toward LF/MF NAVAID)
X Mileage Breakdown or Computer Navigational Fix (CNF) (no ATC functions)

BOUNDARIES
Air Route Traffic Control Center (ARTCC)
ARTCC Remoted Sites with discrete VHF and UHF frequencies
Flight Information Region (FIR)
CTA/FIR OAKLAND OCEANIC KZAK UNLTD FL 55 ACC — Type of Area Traffic Service; Ceiling; Floor
Air Defense Identification Zone (ADIZ)
12⁵ Off Route Obstruction Clearance Altitudes (OROCA) Example: 12,500 feet
International Boundary (Not shown when coincident with ARTCC or FIR)
US/Russia Maritime Boundary
Area of Enlargement (contains only data for through flights) See Area Charts for complete data
Official Time Zone
International Date Line

AIRSPACE INFORMATION
Open area (white) indicates controlled airspace (Class E) unless otherwise indicated
All airspace 14,500' and above is controlled (Class E)
Shaded area (brown) indicates uncontrolled airspace below 14,500' (Class G)
In Canada - Indicates Class B Airspace above 12,500'
Oceanic Control Area (CTA)
Additional Control Area limit
Class B Airspace; Class C Airspace; Mode C Area See FAR 91.215

EXAMPLE OF GROUPING



SPECIAL USE AIRSPACE
P - Prohibited Area
R - Restricted Area
W - Warning Area
A - Alert Area
MOA - Military Operations Area
In Canada:
CYA - Advisory Area
CYD - Danger Area
CYR - Restricted Area
Line delimits internal separation of same Special Use Area
See Airspace Tabulation for complete information

MILITARY TRAINING ROUTES (MTRs)
MTRs 5 NM or less both sides of centerline
MTRs greater than 5 NM either or both sides of centerline
Arrow indicates direction of route
See MTR tabs for altitude range information
All IR and VR MTRs are shown except those VRs at or below 1500' AGL
CAUTION: Inset charts do not depict MTRs

CRUISING ALTITUDES - U.S.
IFR within controlled airspace as assigned by ATC
IFR EVEN Thousands / IFR ODD Thousands / VFR or ON TOP EVEN Thousands Plus 500' / VFR or ON TOP ODD Thousands Plus 500'
VFR above 3000' AGL unless otherwise authorized by ATC
IFR outside controlled airspace
All courses are magnetic

MISCELLANEOUS
ALTIMETER Altimeter setting change
4°E 2005 Isogonic Line and Value
All Mileages are Nautical except as noted.
All Radials and Bearings are magnetic except as noted.
All Altitudes are MSL except as noted.
All Time is Coordinated Universal Time (UTC), Days are local.
‡ During periods of Daylight Saving Time (DT), effective hours will be one hour earlier than shown. All states observe DT except Arizona and Hawaii.
North American Datum of 1983 (NAD 83), for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
FOR ADDITIONAL SYMBOL INFORMATION REFER TO THE CHART USER'S GUIDE

US L-21 (BLACK PLATE) US L-21 (BROWN PLATE) US L-21 (BLUE PLATE) US L-21 (GREEN PLATE)